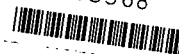


Corps. of Engineers

File # 2

153568



Corps. report - relevant  
items

page 5, 13, 14, 30, 31, 35, 36, 38, 43, 45, 72



DEPARTMENT OF THE ARMY  
NEW YORK DISTRICT, CORPS OF ENGINEERS  
JACOB K. JAVITS FEDERAL BUILDING  
NEW YORK, N.Y. 10278-0090

REPLY TO  
ATTENTION OF

19 June 2008

Office of Counsel

SUBJECT: Freedom of Information Act Request No. 265111

Nick Magriples

Dear Mr. Magriples:

This letter acknowledges your FOIA request pertaining to **historical information and/or construction records on two locations along Raritan Bay; Laurence Harbor, Old Bridge, New Jersey and Sayreville, New Jersey.**

Please be advised that we are searching our files to determine whether the requested information is available. You will be notified of the availability of the information when the search is completed. Further it may well be that your access to these documents may be delayed due to the need to collect records from different offices which may be voluminous. We will, of course make every effort to provide you with access to whatever relevant documents are found in a timely manner.

Pursuant to the applicable FOIA regulations, you may be charged search and copying fees for processing your request. At this time we do not have a cost figure to give you. In the event that the fees are in excess of **\$50.00**, we will contact you to ascertain if we should proceed with your request.

If you have any questions, please contact the undersigned at Telephone No. 917-790-8060.

Sincerely,

Rita Fisher  
Assistant Freedom of  
Information Act Officer



DEPARTMENT OF THE ARMY  
NEW YORK DISTRICT, CORPS OF ENGINEERS  
JACOB K. JAVITS FEDERAL BUILDING  
NEW YORK, N.Y. 10278-0090

REPLY TO  
ATTENTION OF

17 July 2008

Office of Counsel

SUBJECT: Freedom of Information Act Request No. 265111

Nick Magriples  
Magriples.Nick@epamail.epa.gov

Dear Mr. Magriples:

This is in response to your Freedom of Information Act  
Request Number 265111.

We are providing you with a copy of:  
1963 GDM for Madison and Matawan Townships (Madison Township is  
now currently called Laurence Harbor) & 1970 Operation and  
Maintenance Manual for Madison Township.

According to applicable regulations, all search and copying  
fees have been waived.

Sincerely,

Rita Fisher  
Assistant Freedom of  
Information Act Officer

Enclosure



"Fred Mumford"  
<Fred.Mumford@dep.state.nj.us>

06/27/2008 12:58 PM

To Nick Magriples/R2/USEPA/US@EPA

cc

bcc

Subject Re: Fwd: Laurence Harbor Cheesequake Creek

History:

☞ This message has been replied to.

I sent the engineering office the NL letter that referenced files from 1968 and the telephone conversation with Bernie Moore. Have not heard back from them yet. Off next week. Hope your file review went well. I was out last few days with ankle injury.

>>> <Magriples.Nick@epamail.epa.gov> 6/25/2008 7:02 AM >>>  
Does that mean that they do not have any related records? Didn't the retired fellow who worked in that organization years ago have some knowledge of the area and/or the work?

"Fred Mumford"  
<Fred.Mumford@dep.state.nj.us>

06/23/2008 02:20 PM

Nick Magriples/R2/USEPA/US@EPA

To

cc

Subject

Re: Fwd: Laurence Harbor  
Cheesequake Creek

fyi

>>> Eugene Keller 6/20/2008 11:04 AM >>>  
Fred, I have done a records search here and we have dredged Cheesequake Creek a couple of times but the Jetties and the rubble revetment in Lawrence Harbor were not constructed by this office or its predecessors.

I am aware of the rubble revetment as we reconstructed the outfalls to the east in the 90's.

Cheesequake Creek is a federal project, the Jetties were constructed in the mid to late 1800's after the creek mouth was relocated. The New York district may have info regarding the western jetty, but I think the odds are against it. The last CORPS project manager for this area is Joseph Olha, email is Joseph.olha@usace.army.mil.

If I can help further, let me know

Gene

Eugene Keller (Gene)  
Supv. Env. Specialist  
Bureau of Coastal Engineering  
NJ DEP  
Suite 140  
1510 Hooper Avenue  
Toms River, NJ 08753

Direct Line 732-255-0783

Fax 732-255-0774

<http://www.nj.gov/dep/shoreprotection/>



US Army Corps  
of Engineers®



Welcome to the US Army Corps of Engineers  
New York District



HOME WHO WE ARE NEWS/EVENTS PUBLIC NOTICES PROJECTS HARS/GIS/FUSRAP BUSINESS OPPORTUNITIES EMPLOY

## Controlling Depth Reports & Surveys

<a href="#">Navigation Home</a>	<a href="#">Controlling Depth Reports &amp; Surveys</a>	<a href="#">Federal Deepening Public Notices</a>	<a href="#">Federal Maintenance Public Notices</a>	<a href="#">Contact Us</a>
---------------------------------	---	--	--	----------------------------

The Corps of Engineers is responsible for reporting the conditions of Federally maintained navigation channels. The New York District performs periodic surveys throughout our geographic area of responsibility to determine channel conditions. This information is then reported to the US Coast Guard, the National Ocean Service and other government offices. The minimum controlling depths are shown by channel segments on standard forms, along with notes on the location of shoals and other critical information. Waterway users interested in channel conditions can refer to the most recent Reports of Channel Conditions that are provided below.

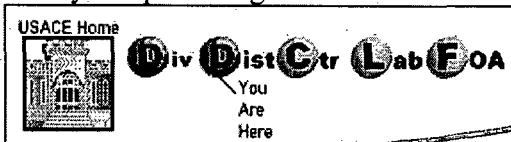
[A](#), [B](#), [C](#), [D](#), [E](#), [F](#), [G](#), [H](#), [I](#), [J](#), [K](#), [L](#), [M](#), [N](#), [O](#), [P](#), [Q](#), [R](#), [S](#), [T](#), [U](#), [V](#), [W](#), [X](#), [Y](#), [Z](#)

### Survey Disclaimer

DATE	TITLE	CDR	SURVEY
12/01/08	Cheesequake Creek, NJ		

### Privacy and Security Notice Disclaimer

© U.S. Army Corps of Engineers - New York District

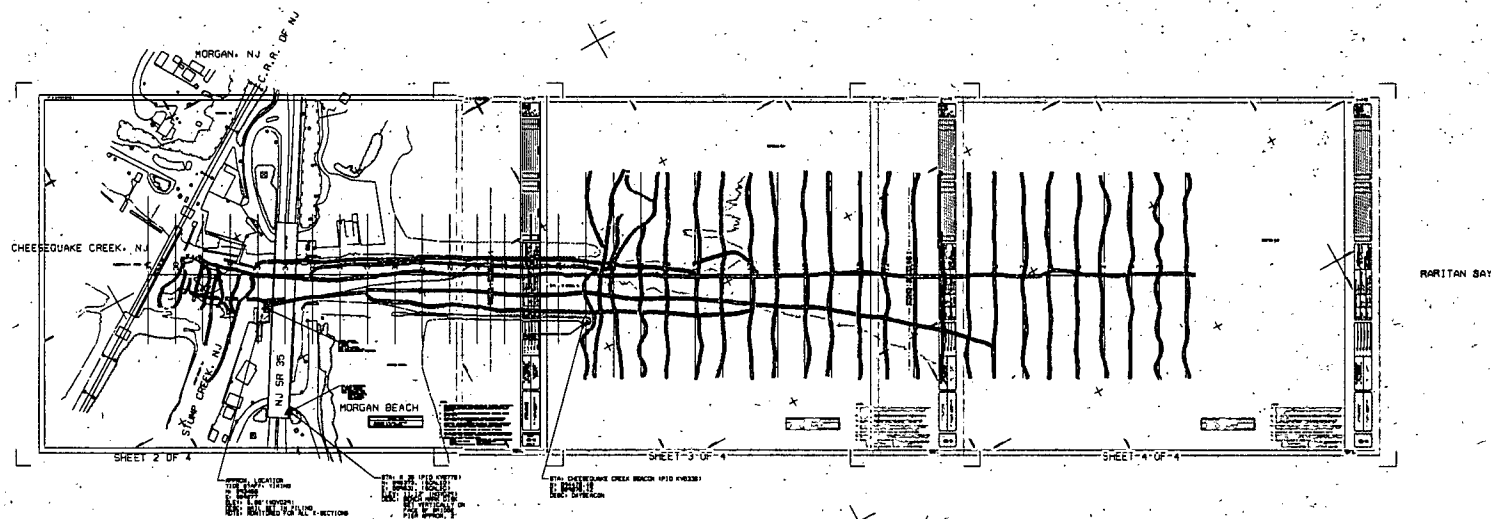


\* Creek Talet was dredged in 1988, 1995 and 2000.  
Dredging material was reportedly placed updrift  
on the beach in Lawrence Harbor (east of creek).

<b>REPORT OF CHANNEL CONDITIONS</b> <b>100 TO 400 FEET WIDE</b> <b>(ER 1130-2-3165)</b>					<b>PAGE</b> 1 <b>OF</b> 1		
					<b>DATE:</b> December 1, 2008		
<b>TO:</b> The Record				<b>FROM:</b> U.S. Army Corps of Engineers 26 Federal Plaza, ATTN: CENAN-OP-ST New York, NY 10278-0090			
<b>RIVER/HARBOR NAME AND STATE:</b> <div style="text-align: center;">Cheesequake Creek, New Jersey</div>					<b>MINIMUM DEPTHS IN CHANNEL ENTERING FROM SEAWARD</b>		
NAME OF CHANNEL	DATE OF SURVEY	AUTHORIZED PROJECT			LEFT OUTSIDE QUARTER (feet)	MIDDLE HALF (feet)	RIGHT OUTSIDE QUARTER (feet)
		WIDTH (feet)	LENGTH (nmiles)	DEPTH (feet)			
Reach A. From 5-ft contour in Raritan Bay to Outer end of jetties.	Map 37 Pg 2 of 4 June 3, 2008	100	0.28	5	3.9	4.4	4.3
Reach B. Outer end of jetties to NJ State Highway 35 Bridge	Map 37 Pgs 2 and 3 of 4 June 3, 2008	100	0.18	5	3.4	4.1	3.4
Reach C. NJ State Highway 35 Bridge to C.R.R. of NJ Bridge	Map 37 Pgs 3 and 4 of 4 June 3, 2008	100	0.08	5	3.1	4.0	5.0

**REMARKS:**

- All depths are in reference to Mean Low Water (MLW)
- Channel length is in nautical miles
- Reach A: In the left outside quarter, a shoal begins approximately 400 ft seaward of the jetties and gradually widens to the half of the channel width at the end of this reach (end of the jetties). In the right outside quarter, a shoal begins approximately 500 ft seaward from the end of the jetties and continues 200 ft landward with a 20 ft maximum width.
- Reach B: Shoaling covers the half width of the channel and expands into the right outside quarter for an approximately 200 ft length then tapers back into the middle half for an additional 240 ft then narrows back to the left outside quarter for a 240 ft additional length before it ends. Minor narrow shoaling exists along the toe of the right outside quarter.
- Reach C: A combination of shoals covers the entire width of the channel (right outside quarter, middle half and left outside quarter) from 250 ft seaward of C.R.R. of NJ Bridge to the C.R.R. of NJ Bridge (end of Reach C).



CONTROL DATA  
 BEGINNING: 1 28 1710 - 447771  
 ELEVATION: 1113' (NGVD83)

- NOTES:
1. THE INFORMATION DEPICTED ON THIS MAP WAS COLLECTED USING MINIMUM PERFORMANCE STANDARDS IN ACCORDANCE WITH EX-11137-1 (REV. 10-80) AND QUALITY ASSURES THE GENERAL CONDITION EXISTING ON THE DATE INDICATED.
  2. COORDINATES AND ELEVATIONS SHOWN HEREON ARE EXPRESSED IN U.S. SURVEY FEET.
  3. COORDINATES ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD 83) - NEW JERSEY STATE PLANE COORDINATE SYSTEM.
  4. ELEVATIONS ARE REFERENCED TO THE CORPS OF ENGINEERS' IMPROVED MEAN SEA LEVEL (MSL) DATUM, DATUM OF 1989, LOCATED BELOW PLAINMETRIC BASE MAPPING SHOWN WAS PROVIDED BY OTHERS.
  5. PLAINMETRIC BASE MAPPING SHOWN WAS PROVIDED BY OTHERS.
  6. DUE TO NAVIGATION CONSTRAINTS, DATA WAS COLLECTED PERPENDICULAR TO DESIGN LINES BETWEEN THE BRIDGE AND THE END OF JETTY.
  7. EQUIPMENT UTILIZED TO COLLECT DATA:  
 INSTRUMENT: 24" ALUMINUM MOUNT BOAT  
 MOUNTING SYSTEM: COOL - MOUNTING JACKET  
 DATA LOGGING/NAVIGATION: LAPTOP WITH ATTACH SOFTWARE



NO.	DATE	REVISION
1	10/1/80	INITIALS
2	10/1/80	INITIALS
3	10/1/80	INITIALS
4	10/1/80	INITIALS
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CHEESEDWAKE CREEK, NJ

C.R.R. OF NJ

SLUMP CREEK, NJ

MORGAN, NJ

NJ SR 35

MORGAN BEACH

POINT LOCATION  
TYPED BY: J. J. J. J.  
DATE: 10/1/80  
NOTE: MENTIONED FOR ALL 4 SECTIONS

STATION: 10+30 (10+30)  
ELEVATION: 11.12 (10+30)  
DATE: 10/1/80  
NOTE: MENTIONED FOR ALL 4 SECTIONS

## CONTROL DATA

BOOKING: 10+30 (10+30)  
ELEVATION: 11.12 (10+30)

## NOTES:

1. THE INFORMATION DEPICTED ON THIS MAP WAS COLLECTED USING MINIMUM PERFORMANCE STANDARDS IN ACCORDANCE WITH EN 1110-1, 1110-2, 1110-3, AND 1110-4. THE DATA WERE COLLECTED IN ACCORDANCE WITH THE STANDARDS INDICATED.
2. COORDINATES AND ELEVATIONS SHOWN HEREIN ARE EXPRESSED IN U.S. SURVEY FEET.
3. COORDINATES ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 / NAD83 - NEW JERSEY STATE PLANE COORDINATE SYSTEM.
4. ELEVATIONS ARE REFERENCED TO THE CORPS OF ENGINEERS IMPROVEMENT PLANE, THE CORPS OF ENGINEERS IMPROVEMENT PLANE IS 3.0' BELOW THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 / NAVD83.
5. PLANIMETRIC BASE MAPS SHOWN WERE PROVIDED BY OTHERS.
6. DUE TO INVIOLATION OF RIGHTS, DATA AND COLLECTION INFORMATION, TO DESIGN LINES BETWEEN THE BRIDGE AND THE END OF SETBACK.
7. EQUIPMENT UTILIZED TO ACQUIRE DATA:  
INSTRUMENT: 24" ALUMINUM WORK COAT  
STATIONING SYSTEM: 10+30  
SOFTWARE: 10+30  
DATA LOGGING/ANALYSIS: LAPTOP WITH HYPERLINK SOFTWARE

MATCHLINE - SEE SHEET 3 OF 4

RARITAN BAY

CHEESEDAKE CREEK, NJ

STATION CHEESEDAKE CREEK BEACON (P1014) (P1015)  
LEFT CHANNEL

## CONTROL DATA

RECONNOISSANCE 1:50,000 (P1014) (P1015)  
ELEVATION 11.12' (INDICATED)

## NOTES:

1. THE INFORMATION REFLECTED ON THIS MAP WAS COLLECTED USING MINIMUM PHOTOGRAPHIC DATA. THE LOCATION OF THE PHOTOGRAPHIC DATA IS INDICATED.
2. COORDINATES AND ELEVATIONS SHOWN HEREON ARE EXPRESSED IN U.S. SURVEY FEET.
3. COORDINATES ARE EXPRESSED TO THE NORTH AMERICAN DATUM OF 1983 - NAD83 - NAD 83 STATE PLANE COORDINATE SYSTEM.
4. ELEVATIONS ARE REFERENCED TO THE CORPS OF ENGINEERS IMPROVEMENT PLANE, THE CORPS OF ENGINEERS IMPROVEMENT PLANE IS 1.12' BELOW THE NATIONAL GEODETIC DATUM OF 1983 - NAD83.
5. PLANIMETRIC DATA HEREON SHOWN HAS PROVIDED BY OTHERS.
6. DUE TO NAVIGATION OBSTRUCTIONS, DATA WAS COLLECTED PERPENDICULAR TO DESIGN LINES BETWEEN THE 500.00 MILE AND THE END OF ATTY.
7. EQUIPMENT UTILIZED TO ACQUIRE DATA:
  - INSTRUMENT: 24" ALPHINUM WORK BOAT
  - RECEIVER: GPS
  - ANTENNA: GPS
  - SOFTWARE: GPS
  - DATA LOGGING/NAVIGATION: COMPUTER WITH ATTACHE SOFTWARE

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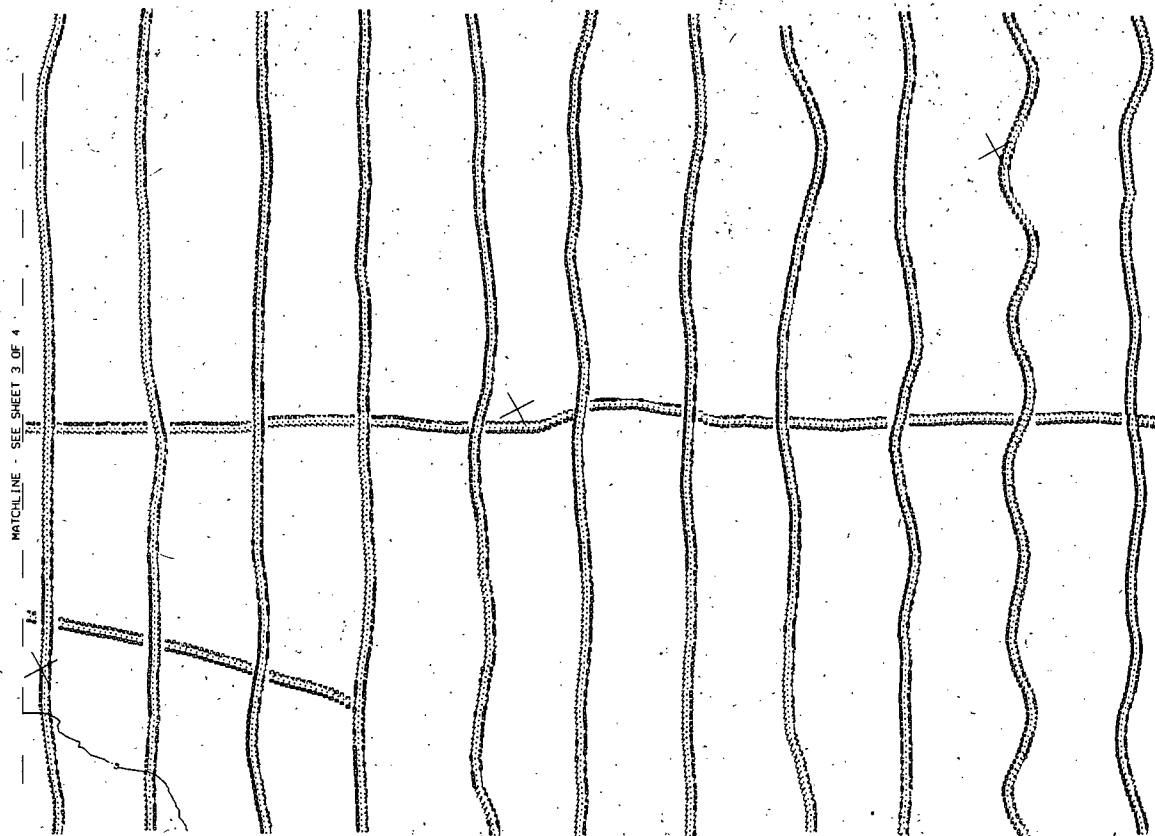
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RARITAN BAY

## CONTROL DATA

 BENCHMARK: X 36 (P10 - HY5778)  
 ELEVATION: 11.12' INDICED

## NOTES

1. THE INFORMATION INDICATED ON THIS MAP WAS COLLECTED USING HIGH-PRECISION SURVEYING TO ACCURACY WITHIN 1/1000' HORIZONTAL AND 1/100' VERTICAL. THE GENERAL CONDITION EXISTING ON THE DATES INDICATED.
2. COORDINATES AND ELEVATIONS SHOWN HEREIN ARE EXPRESSED IN U.S. SURVEY FEET.
3. COORDINATES ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983. ELEVATIONS ARE REFERENCED TO THE CORP OF ENGINEERS INDEPENDENT PLANE. THE CORP OF ENGINEERS INDEPENDENT PLANE IS 2.2' BELOW THE NATIONAL GEODETIC VERTICAL DATUM OF 1929. HORIZONTAL.
4. ELEVATIONS ARE REFERENCED TO THE CORP OF ENGINEERS INDEPENDENT PLANE. THE CORP OF ENGINEERS INDEPENDENT PLANE IS 2.2' BELOW THE NATIONAL GEODETIC VERTICAL DATUM OF 1929. HORIZONTAL.
5. PLANIMETRIC SHORE LINES SHOWN ARE PROVIDED BY OTHERS.
6. FOR TO NAVIGATION PURPOSES, DATA WAS COLLECTED SUFFICIENT TO DESIGN LINES BETWEEN THE BRIDGE AND THE END OF 'ACTIVE'.
7. EQUIPMENT UTILIZED TO ACQUIRE DATA:  
 TOTAL STATION: SOKKIA  
 DISTANCE MEASUREMENT SYSTEM: SOKKIA  
 DATA LOGGING/STATION: SOKKIA  
 DATA PROCESSING: SOKKIA

 U.S. ARMY  
 Corps of Engineers  
 New York District

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 SHEET NO. 14-104  
 SHEET 4 OF 4



DEPARTMENT OF THE ARMY  
NEW YORK DISTRICT, CORPS OF ENGINEERS  
JACOB K. JAVITS FEDERAL BUILDING  
NEW YORK, N.Y. 10278-0090

REPLY TO:  
ATTENTION OF

17 July 2008

Office of Counsel

SUBJECT: Freedom of Information Act Request No. 265111

Nick Magriple  
U.S. Environmental Protection Agency  
Removal Action Branch  
2890 Woodbridge Avenue  
Edison, NJ 08837  
Magriple.Nick@epamail.epa.gov

Dear Mr. Magriple:

This is in response to your Freedom of Information Act Request Number 265111.

We are providing you with a copy of:  
1963 GDM for Madison and Matawan Townships (Madison Township is now currently called Laurence Harbor) & 1970 Operation and Maintenance Manual for Madison Township.

According to applicable regulations, all search and copying fees have been waived.

Sincerely,

*Rita Fisher*  
for Rita Fisher  
Assistant Freedom of  
Information Act Officer

Enclosure

*Raritan Bay and Sandy Hook Bay, New Jersey.-Project for hurricane-flood protection, Raritan Bay and Sandy Hook Bay, New Jersey.*

*Fire Island Inlet, New York.- Project for shoreline protection, between Gilgo State Park and Tobay Beach to protect Ocean Parkway along the Atlantic Ocean shoreline in Suffolk County, New York.*

Public Law 94-587; §156

*The Secretary of the Army, acting through the Chief of Engineers, is authorized to provide periodic beach nourishment in the case of each water resources development project where such nourishment has been authorized for a limited period for such additional period as he determines necessary but in no event shall such additional period extend beyond the fifteenth year which begins after the date of initiation of construction of such project.*

Public Law 99-662; §934

*Section 156 of the Water Resources Development Act of 1976 (42 U.S.C. 1962d-5f) is amended by striking out "fifteenth" and inserting in lieu thereof "fiftieth".*

4. The Beach Erosion Control and Hurricane Protection Project for Raritan Bay and Sandy Hook Bay was originally authorized by the Flood Control Act of 1962 in accordance with House Document No. 464, 87<sup>th</sup> Congress, 2<sup>nd</sup> session. This act provided for beach fill, groins and levees for various segmented sections of the Raritan Bay and Sandy Hook Bay shoreline. Construction was completed only for the areas of Old Bridge Township (October 1966) and Keansburg and East Keansburg (beach fill portion completed in December 1969, levee portion completed in January 1973). The unconstructed portions of the Raritan Bay and Sandy Hook Bay project were deauthorized in January 1990, as noted in the Federal Register.
5. There has been no Federal participation in the project since the completion of construction for Keansburg and East Keansburg in 1973, at which time the project was formally turned over to the State of New Jersey in 1974. Limited renourishment actions have been done by the local sponsor, but only in response to severe storm events. The authorization for an extension of Federal participation in beach fill nourishment by the Chief of Engineers would constitute a new investment decision. This decision requires the prior approval of the Assistant Secretary of the Army for Civil Works, ASA (CW), or as delegated. This report on the Section 506 reevaluation study serves as a basis for this new investment decision.





US Army Corps  
of Engineers  
New York District

## Raritan Bay and Sandy Hook Bay, NJ SECTION 506

Hurricane and Storm Damage Reduction

---

### FACT SHEET

---

**DESCRIPTION:** The project area lies along Raritan Bay and Sandy Hook Bay and encompasses 2.7 miles of shoreline in the Borough of Keansburg and in East Keansburg (located in Middletown Township), Monmouth County, and 0.6 miles of shoreline in Laurence Harbor, located in Old Bridge Township, Middlesex County, New Jersey. In 1973, the U.S. Army Corps of Engineers completed a project that consisted of the construction of groins, a beach berm, levees, pump station, floodwall, and a storm closure gate in the Keansburg area. Similarly, the Corps constructed a beach berm and levees at Laurence Harbor in 1966. As a result of recent hurricanes, coastal storm events, and the lack of subsequent storm protection measures in these areas, the shore protection and flood control abilities of the Keansburg, East Keansburg, and Laurence Harbor beaches has been significantly reduced, threatening the viability of the constructed project.

Coastal storms have been a continuing source of damage and economic loss all along the south shore of Raritan Bay. Damage to coastal structures and infrastructure can occur from three primary damage mechanisms, including inundation, direct wave attack, and storm induced recession. The Section 506 project being considered consists of the restoration of the previously constructed beach berm and renourishment of the restored beaches on a periodic basis to reduce wave induced erosion of the existing beaches and provide storm damage protection to commercial, public, and private properties and infrastructure located along the shoreline.

**AUTHORIZATION:** The existing Federal project for the Raritan Bay and Sandy Hook Bay was authorized by the Flood Control Act of October 12, 1962, as a dual purpose Beach Erosion Control and Hurricane Protection Project, and reauthorized by Section 363 of WRDA 1996. Section 506 of WRDA 1996 authorizes periodic nourishment for 50 years from initiation of construction, subject to a review of the project, in accordance with WRDA 1976 and Section 934 of WRDA 1986, as amended.

**STATUS:** Funds have been appropriated for design, environmental assessment, economic analyses, cultural investigations, and real estate investigations in support of the preparation of a reevaluation report document and potential initiation of plans and specifications.

A Design Agreement was signed with the New Jersey Department of Environmental Protection (NJDEP), acting as the non-federal sponsor, on November 10, 1999, and the Re-Evaluation Study started in January 1999. This reevaluation report serves as a basis for the possible extension of periodic nourishment for the constructed portions of the existing project for Keansburg and East Keansburg and Laurence Harbor. The Draft Re-Evaluation Report with Environmental Assessment was released for public review in December 2007.

**TOTAL DESIGN COST:** The total cost of the current design effort, which includes the preparation of a reevaluation report and plans and specifications, is approximately \$980,000, with cost-sharing at 75% Federal (\$735,000) and 25% non-federal (245,000).

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## Sand dunes in danger due to coastal erosion

BY LAUREN MATTHEW  
Staff Writer

**OLD BRIDGE** — A sand dune constructed by the Army Corps of Engineers more than a decade ago is now a cause for concern at Laurence Harbor's Waterfront Park.

The dune is eroding at "an alarming rate," according to Ralph Albanir, director of parks and recreation for Middlesex County.

The man-made sand dune runs for about 1,000 feet, near to the first jetty south of Cheesequake Creek, Albanir said.

More of it is taken away by the ocean every day.

"We feel we need to take some immediate action to at least stop [the erosion] until we can find a permanent solution," Albanir said.

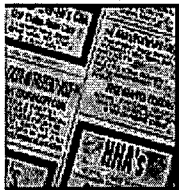
That immediate action follows a suggestion made by the state Department of Environmental Protection (DEP), which has granted Middlesex County emergency permits so that the county can repair the dune.

Township Councilman Robert Volkert said the dune's erosion threatens the safety of residents living about 200 feet from the waterfront.

"There's two roads in that area, Clifford and Bay Shore, and there's houses on both of those streets. And if the sand dune fails completely, then those homes might get flooded at a high tide," Volkert said.

He said that about 30 feet of the dune has dissolved over the past six to eight months, endangering a nearby walkway about 10 feet from the dune.

Also, Volkert said, there is a sewage line buried in the beach that could be exposed if the erosion continues unchecked.



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No one knows why the dune degraded so rapidly, Albanir said. But for now, geotubes will be placed on the sand in an effort to slow the loss of coastline.

"Geotubes will hold erosion or delay it," Albanir said.

A geotube is a flexible tube full of sand, somewhat like a 20-foot-long bag. Placing them along the shoreline allows water to go through the tubes but keeps it from pulling away chunks of sand dune.

Geotubes will be placed right along the edge of shore they protect, Albanir said, and lessen the impact of the ocean water on the beach. An engineering firm has been hired to supervise repairs.

A long-term solution is still needed, however, and the county will apply for state and federal funding for help to fix the problem.

"[The geotubes will be] there until we can figure out what to do with the entire dune," Albanir said.

Although the dune's origins might bring it under federal jurisdiction, but the municipality owns the beachfront, Albanir said. There is an issue of responsibility, although Albanir said that should not necessarily matter.

"We feel it's everyone's responsibility to deal with it," he said.

But it is the county that has taken immediate action by obtaining the emergency permits.

Volkert said county officials met with surveyors last week on the beach to begin drawing up plans for repairs.

"And since it's an emergency situation, I guess the county, since it's their park, they're the ones that are going to put up the money to get the repairs done," Volkert said.

He said that, had the county not categorized the situation as an emergency, officials would be unable to procure the necessary funding quickly enough to begin repairs before the dune disappears.

The beach is still open to the public, however, Volkert said.

"The area is still usable. The emergency condition just gives them the opportunity to put the money up and get busy on the job to repair it," Volkert said.

"This way they can move along a lot faster."





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## County hopes to keep erosion at bay

Waters from Raritan have crept closer to homes in Laurence Harbor

BY LAUREN MATTHEW

Staff Writer



**JEFF GRANIT staff** Susan Bartos stands just feet from her home at the edge of an eroding dune in the Laurence Harbor section of Old Bridge.

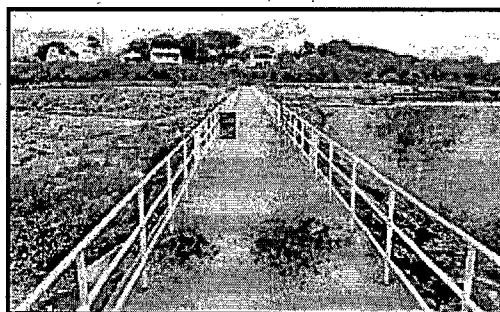
Every day, waters from the Raritan Bay creep a little bit closer to Susan Bartos' home on Bay Shore Avenue in Old Bridge.

A sand dune, made by the Army Corps of Engineers more than 10 years ago, is eroding so quickly that township, county and state Department of Environmental Protection officials are now looking at a temporary fix for the unexplained loss of beachfront.

Bartos and her husband have lived near the water in a part of Laurence Harbor known as Paul's Beach since 1978.

"We love living down here," she said, citing her view of the New York City skyline and the close proximity to the Waterfront Park beach as her favorite things about the area.

Another quality is having the bay in her back yard. And other than the occasional worries about storms and flooding, Bartos said she has had no problems caused by the water. But as the beachfront has disappeared, she has become concerned. The waves, she said, are getting nearer.



**PHOTOS BY JEFF GRANIT staff** Above, a jetty shows a major difference in shoreline. On the right side, there is a drop into Raritan Bay, while the left side remains dry. Pictured at left, a

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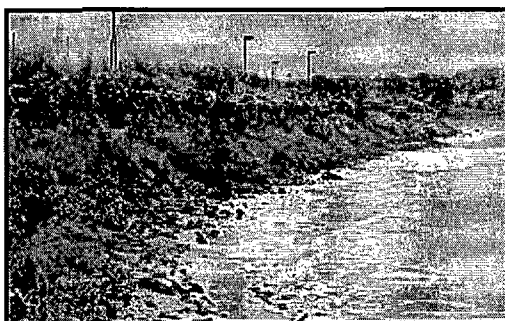
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can become too scary for her and the owners of more than 20 other nearby homes, officials hope to resolve the problem by providing a fix that will last a number of years.

sand dune in Laurence Harbor, created more than a decade ago, has been eroding at a fast rate.



for her and the owners of more than 20 other nearby homes, officials hope to resolve the problem by providing a fix that will last a number of years.

Last Thursday, the Middlesex County Board of

Chosen Freeholders voted to spend \$1.5 million to complete emergency work at the eroded area of Waterfront Park.

"We have to take steps now to restore this dune," said Freeholder Director David B. Crabiell. "We can't wait to make the repairs in order to safeguard the park and keep residents' homes out of harm's way."

"We've been waiting for this for a long time," Bartos said.

Ward 1 Township Councilman Robert Volkert told the Suburban in February that the safety of Laurence Harbor residents is in jeopardy because of the erosion of the dune.

"There are two roads in that area, Cliffwood Way and Bay Shore, and there are houses on both of those streets. And if the sand dune fails completely, then those homes might get flooded at high tide," he said.

"We don't want the bay to come into Paul's Beach," said Mayor Jim Phillips.

This past winter, Phillips said, the sand dune eroded for unknown reasons.

"Where I sat [in the summer] to watch fireworks is no longer there," he said. "This is a dune that is now just gone."

A 20-inch sewer main is also being threatened by the erosion.

The county and state declared the site in need of emergency attention. In January, damage was surveyed, but there were still no solid answers as to why the erosion has occurred.

Bartos said she saw Phillips out on the beach with surveyors looking at the dune. She said he told her, "Don't worry, Susie. I'm fixing it."

The county hired engineering firm T&M Associates to oversee the emergency repairs. C-Con Inc., of Mount Laurel, was awarded the bid for the work.

Described as a temporary fix, the repairs will come in the form of geotubes, which are flexible tubes filled with sand, officials have said. Phillips described the 20-foot-long devices as "canvas skins full of sand."

Water, officials said, will flow through the geotubes, which will be underneath the sand —

but will not take sand away, thus lessening the tide's impact on the shoreline.

The tubes are set to be placed along the shoreline that they will be protecting, officials have said.

This solution, Phillips said, should last between five and eight years. In that time, the state plans to find out why the erosion happened and also plan for a permanent solution.

"Work can start as soon as the contractor can make it happen," Phillips said.

Bartos said an 8-foot-high fence will temporarily be placed on her property while the geotubes are being put in place, but she considers this a minor inconvenience.

She credited the mayor for being instrumental in getting the beachfront stabilized.

"The best response [has been] from him," Bartos said. "He delivers what others promise."

Though Bartos still has some concerns about work trucks coming in and out of the neighborhood, she is ready to see the problem fixed, permanently.

"We'll just wait and see," she said.

Crabiel said it "is extremely important" that the dune be strengthened to preserve the county-owned land and "ensure the safety of the area's residents."

The Paul's Beach section and the dune in question lies in the northern part of the 2.5-mile-long Waterfront Park, which was recently built by the county in two phases. The northern part of the park was improved as part of the first phase, involving the stretch along Raritan Bay from Cheesequake Creek to Margaret's Creek. This included a concessions area, walkway and bikeway, a playground, fishing piers, a performance gazebo and nature study and observation areas.

The second phase, to be officially dedicated June 18, added a pedestrian bridge over Margaret's Creek to connect the two areas. The second phase also includes a great lawn, playgrounds, a gazebo, a canoe and kayak launch area, and a nature study area. This phase extends to Whale Creek at the Monmouth County border.